

## STOCKS AND BONDS

Realizing of Profits Rather Conspicuous in Wall Street.

TRADING IS CENTERED IN ST. PAUL

Union Pacific One of the Leaders in the Day's Trading—Money Rates Continued to Be Easy—Market Not Affected by News Developments.

(By Associated Press.)

NEW YORK, June 6.—The realizing of profits was rather more conspicuous in today's stock market than the new buying of stocks, but the speculative party is conducting the largest share of the operations in the present market and did not relinquish the efforts to hold prices against this realizing bull support of stocks. Most of the supporting efforts centered upon St. Paul and was carried over later into Union Pacific.

The character of the trading was but little changed and news developments were little regarded and if in fact were not of any account. The easing tendency of the local money market continued and extended to rates for time loans carrying over the end of the year.

The mixed tone of the market continued up to the closing.

New York Money Market.

NEW YORK, June 6.—Money on call, easy 3 a 3 1/2 per cent; ruling rate 3 1/4; closing bid 3; offered, 3 1/2.

Time loans easier; sixty days 4 a 4 1/2 per cent; ninety days 4 1/2; six months 4 1/2 a 4 3/4; prime mercantile paper, 5 a 5 1/2 per cent; sterling exchange firm at 495.70 a 485.75 for demand and 482.55 a 482.60 for sixty day bills. Posted rates, 483 a 486 1/2; commercial bills, 482 1/4.

Chicago Grain Market.

CHICAGO, June 6.—The Kentucky state crop report showing considerable damage by drought to the fall sown crop caused strength today in the local wheat market. At the close wheat for July delivery was up 5-8 a 3-4. Corn was up 7-8 a 1 cent. Oats showed a gain of 1-8. Provisions were 15 to 20 cents higher.

Baltimore Produce Market.

BALTIMORE, MD., June 6.—Flour, quiet unchanged. Wheat, firmer; spot contract, 89; southern by sample 75 a 81. Corn, firmer; spot 55 1/4 a 1 1/2; southern white corn 54 1/2 a 56 1/2. Oats, firmer; No. 2 mixed, 39 1/2 a 40. Rye, dull; No. 2 western, 70 a 71. Butter, steady unchanged; fancy imitation, 17 a 18; creamery 21 a 22. Eggs, firm; 17 1/2 a 18 cents. Cheese, steady unchanged; large 11 1/4; small 11 1/2.

## OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin.

Stocks, Bonds, Cotton, Grain, Etc., Room 2, Braxton Building.

	Open.	High.	Low.	Close.
Anaconda .....	271 3/4	271 3/4	269 3/4	270 1/2
Allis-Chalmers .....	23 1/8	23 1/4	22 3/4	22 3/4
Amalgamated Copper .....	109 1/8	109 3/4	108 3/4	109 1/8
American Car and Foundry .....	42 1/4	42 3/8	42	42
American Cotton Oil .....	33	33	32 3/8	32 1/2
American Locomotive .....	70 3/8	72 1/8	70 1/8	71 1/2
American Smelting .....	159	159 3/8	157 3/4	158
American Sugar .....	136 3/8	136 3/8	135 3/8	136
Atchafson .....	90 1/2	90 1/2	90	90 3/8
Atchafson, preferred .....				
Atlantic Coast Lin. ....				
Baltimore & Ohio .....	108 3/8	109	108 3/8	109
Brooklyn Rapid Transit .....	84 1/4	85	83 7/8	84 7/8
Canadian Pacific .....	160 7/8	160 7/8	160 3/4	160 3/4
Chesapeake & Ohio .....	58 7/8	59	58 7/8	58
Chicago Great Western .....	19 1/4	19 1/4	19	19
Chicago, Mil. & St. Paul .....	174 5/8	177 3/4	174 5/8	177 3/4
Colorado Fuel and Iron .....	157 1/4	157 1/2	157 1/4	157 1/2
Distillers' Securities .....	62 3/4	62 3/4	61 1/2	61 3/4
Erie .....	46 1/4	46 3/8	45 7/8	46
Erie, first preferred .....				
Illinois Central .....	181 3/4	181 3/4	181 1/2	181 1/2
Louisville & Nashville .....	150	150 1/2	149 5/8	149 7/8
Manhattan .....				
Metropolitan Street Railway .....				
Metropolitan Street Ry. Securities .....				
Mexican Central .....	23 1/8	23 1/8	22 1/2	23
M. K. & T. ....	36	36	35 1/2	35 5/8
M. K. & T., preferred .....				
Missouri Pacific .....	96 1/2	97	96 1/2	97
National Lead .....	77 1/2	78 1/2	77 1/2	77
New York Central .....	77 1/2	78 1/2	77 1/2	77 1/2
N. Y. O. & W. ....	140 3/4	141	140 1/4	140 1/4
Norfolk & Western .....	51 1/4			51 1/4
Pacific Mail .....	88	88 3/8	88	88 1/4
Pennsylvania .....	39 1/2			39 1/2
People's Gas .....	133	133 3/8	132 1/8	133 1/4
Pressed Steel Car .....				
Reading .....	53 1/4	54	53 1/2	53 1/2
Republic Iron and Steel .....	143 1/4	144 1/8	143 1/4	143 1/2
Republic Iron and Steel, preferred .....	29			29
Rock Island .....	104			104
Rock Island, preferred .....	26 3/8	26 3/8	26	26
St. Louis-San Francisco .....	66			66
Southern Pacific .....	80 3/8	80 3/4	80 1/2	80 1/2
Southern Railway .....	67 1/8	67 1/2	67	67 3/8
Southern Railway, preferred .....	38 7/8	38 7/8	38 3/4	38 7/8
Tennessee Coal and Iron .....				
Texas & Pacific .....	157 1/4	157 1/2	157 1/4	157 1/2
Union Pacific .....	34 3/8	34 3/4	34 3/8	34 3/8
United States Rubber .....	151	152 1/2	151	152 1/8
United States Steel .....	51 1/8	51 1/4	51 1/8	51 1/4
United States Steel, preferred .....	41 3/8	41 5/8	41 1/4	41 1/4
Virginia-Carolina Chemical .....	106 1/2	106 5/8	106 1/4	106 5/8
Virginia-Carolina Chemical, preferred .....	42	42 1/4	41 1/2	41 1/2
Wabash .....				109 1/2
Wabash, preferred .....	21 1/2	21 1/2	21 1/4	21 1/4
Western Union Telegraph Company .....	50 1/2	50 3/4	50	50
New York Cotton Market.				
January .....	1037	1044	1035	1043
July .....	1052	1055	1046	1055
October .....	1030	1037	1029	1037
December .....	1036	1042	1031	1040

## PINEAPPLES.

The Juice of This Fruit Is a Great Aid to Digestion.

The word enzyme does not appear to have any connection with pineapple, yet it is the name of the chemical that gives to the luscious fruit the remarkably digestible property which it possesses. The prevailing notion that pineapple juice is excellent for the digestion is supported by medical testimony. Eat a slice of the fruit after dinner, say the doctors, and you will not suffer from dyspepsia.

If you want to see what pineapple can accomplish in the way of digestion, you can easily test it on a piece of raw steak. The action of pineapple juice on meat is to transform it into jelly and then dissolve it when in the human stomach.

Place a slice of the fruit on the raw meat as it lies on a plate, and the upper surface of the steak where the fruit touches it will soon become gelatinous. Enzyme, the active principle of the juice, can be obtained by throwing salt into the juice, thus producing a precipitate.

A good sized pineapple contains two plants of juice, a fact that gives an idea of what a slice of the fruit will do for digestion. If cooked, the pineapple loses its virtue in this respect. It may be asked whether the consumption of the somewhat woody fruit itself is beneficial or not, for that can scarcely be easily digestible.

Without doubt it is the juice which does the good, not the flesh of the pineapple, but the property of the juice is so effective that the eating of the fruit itself can do no harm and may even be beneficial, inasmuch as it takes some of the strength of the juice to dissolve it and so prevents the stomach suffering from the too violent effects of the juice.

## Coal Saving Engine.

A new type of engine, known as the "monkey motion" pattern, which, it is said, will revolutionize steam locomotion on railroads, has been successfully operated on the Southern Pacific. A train of 1,500 tons was hauled from Ogden to Wadsworth, Nev., by one of the new engines. All the driving mechanism is on the sides, making it easy of access. The steam exhausts very rapidly and there is no back pressure. It is estimated that the new engine will save from 25 to 40 per cent in coal consumption, being able to run fifty-four miles with one ton of coal as against twenty-five to twenty-eight miles under the present system.

## Temperatures Underground.

Careful tests made in a German well which has been drilled more than a mile into the earth proved that the average rise in temperature is about 1 degree F. for every fifty-five feet in depth.

## Muzzled Women of Muscat.

Women of the better class in Muscat all wear muzzles, which barely allow them to open the mouth or see with the eye or sneeze. If there happens to be a Cleopatra in Muscat she will never fascinate any Antony by the beauty of her well shaped nose, for it is kept in a specially made, ugly case, in which it is impossible to tell its shape. But with all its faults this is a far better system than that of cutting off the nose, as men in the Kangra district in India are wont to do when any of their spouses have proved too fascinating. —Allahabad Pioneer.

## MAN IS DRIVEN MAD BY WATER

Imprisoned Tunnel Worker Sees Flood Rising Inch by Inch to Drown Him.

Imprisoned in a compartment of the partly constructed river tunnel at Milwaukee through a break in which water was pouring, John Slater stood for two hours, watching the water rise slowly until it threatened to engulf him. When at last he was rescued he



THE WATER ROSE STEADILY.

was a maniac, his mind having given way from fright. Peering through a bulleye in the compartment, his companions saw him in his plight and for a long time were unable to help him.

Leads from the fire boats were let down into the tunnel, and the engines were worked at a furious pace to pump out the water while the rescue work went on. In spite of everything that could be done the water rose steadily above Slater's waist, to his breast, to his armpits and finally to his neck. Fifteen minutes later he would have been drowned. Just in time to prevent this, however, the firemen succeeded in opening the door and took Slater, insane and benumbed with cold, to a hospital.

## CREW ALL DEAD INCASED IN ICE

Russian Blockade Runner, Missing Many Months, Found in Tragic Plight.

Incased in a shining armor of ice and with the members of her crew in various positions frozen stiff after lying for months in the arctic cold, the Russian blockade running steamship Soudabaya, which disappeared last autumn while awaiting orders in regard to the landing of a cargo of arms at Vladivostok, was recently discovered at Nikolayevsk, near the Amur river.

It is supposed that the captain of the ship lost his bearings while waiting for orders and hiding from the Japanese men-of-war and was caught in the ice. There is every evidence that herculean efforts were made to get the ship away. The postures of the dead seamen tell graphically of the struggle with a terrible death. Some of the bodies were found on the ice about the bows of the ship, as if they had been sent ahead with explosives to blast a clear way.

Everything aboard the vessel, above or below decks, was incased in ice. The arms, which were intended for Vladivostok, were intact, but it is thought are ruined from rust. The vessel was placed under waiting orders pending the result of the peace conference at Portsmouth, and the sailors who perished never knew that the war had ended.

## Marooned on an Island All Winter.

When the steamer Bradshaw made the first rounds of Isle Royale, Lake Superior, two men were found who had been marooned on the island all winter. They were D. E. Bailey and C. B. Hallbeck, New York students, who intended only to spend a short holiday hunting and fishing, but somehow they were forgotten when the last boat of the season made its call and were forced to spend all the long winter on the lonely Isle, while anxious friends made diligent inquiries and searched practically all Lake Superior without avail. The young men subsisted by hunting and trapping and managed to put in a good winter. When rescued they had hair hanging on their shoulders and beards falling to their breasts.

## Twelve Murderers Die Together.

Twelve natives sentenced to death for the murder of Subinspector Hunt and Trooper George Armstrong of the Natal police were executed at Richmond and met their death with wonderful stoicism. They were taken out in two groups to a place where graves had been dug. Here a minister prayed with them and their eyes were bandaged. When the word of command was uttered thirty-six rifle shots were fired at the same time. The bodies of the executed men were literally riddled.

## Red Shirt Saves a Train.

An Italian employed by the Big Four railroad saved a fast train bound for Indianapolis recently. A heavy rainfall caused a creek to rise rapidly and wash away a part of the trestle near the city of Marion, Ind. The Italian, knowing that the passenger train was due, took off his red flannel shirt and used it as a danger signal to flag the train, which was stopped in time to save a disastrous wreck.

## DESTRUCTION OF POMPEII.

Buried So Deep That It Was Lost For Sixteen Centuries.

When one hears of a buried city it is very difficult to realize what it can look like—still more so to realize how a city can be buried so deep as to be utterly lost and the place of it known to no more for sixteen centuries. Yet this is what happened to Pompeii and Herculaneum, Stabiae and Retina and thirteen other cities of the plain on the ninth day before the calends of September, in the first year of the reign of the Emperor Titus. Thus it was when Pompeii was buried. When next the sun shone into her streets George III. was king of England. Sixteen years before the burial of the city an earthquake had done so much mischief that the ruin was not yet quite restored, but Mount Vesuvius had been quiet ever since. The 24th of August was a terribly hot day.

Most of the people were in the amphitheater at a wild beast fight when they saw a strange cloud rise from Vesuvius. It seemed like a pine tree. The trunk rose up high into the heavens and then spread out in branches—some white, some dull and spotted—until, slowly detaching themselves from the parent trunk, they began to darken the sky. Pliny the elder, over at Misenum, was reading in his study when his sister came in to tell him of this strange cloud. He ordered a light galley to be got ready, and as he was coming out with his tablets in his hand ready to note down all he saw the mariners belonging to the galleys at Retina came up to implore of him to go to their help.

By the time Pliny got there with his galleys the ashes were falling thicker every instant. Then came broken and blackened stones and pumice. Vast fragments were rolling down the mountain, and the sea had suddenly retreated. The pilot was for putting back, but the undaunted old philosopher would not go back. "Fortune," he said, "favors the brave." Everybody knows something about the rest and how the poor old gentleman, being weakly and asthmatic, was suffocated by a sudden outburst of flames and sulphur fumes. In that awful darkness, when the sudden rush of flames was the only light which pierced the dense smoke, the fields were full of terrified people fleeing they knew not whither. It is true that the destruction was not instantaneous, and a great number of the inhabitants saved their lives, and even took away a good deal of their treasure, but it is estimated that at least 200,000 persons were entombed in Pompeii, Herculaneum and the other cities of the plain.

## The Real Australia.

To catch the true spirit of Australia one must pass beyond the metropolitan cities, which are but the gates of the continent and where life is not strikingly dissimilar to that in many other places inhabited by the same race, except that democracy supreme has rendered it more care free. The Australian, who is a great lover of sport and outdoor life, sees to it that overwork does not deprive him of either. That, perhaps, is the reason why he is robust in physique and does not give one the impression of being subject to nervous disorder. In a general way it may be said that the agricultural part of the country forms a belt around the coast, broader by some hundreds of miles in the east than the west. From this region in good years many million bushels of wheat of the best quality are shipped to England. Then you enter the domain of forest and plain whence comes the wool, of which the clip in a year has reached a value of \$15,000,000 for the single colony of Queensland.—Four Track News.

## Ten Leaves Used Again.

"There are some men," said a health officer, "who buy from hotels all their used tea leaves. These they dry and put on the market again as fresh tea. As a matter of fact, there is still a good deal of strong tea—plus a good deal of tannin—in these used leaves. They make as black and bitter a brew as the greatest tea fiend would want to drink, but such a brew is unwholesome, for the percentage of tannin in it is much larger than in an ordinary cup of tea. Used tea leaves are really made to resemble fresh ones. They are dried on hot iron plates, the heat of which curls them up nicely, giving them a natural appearance. A cup of this second table tea refreshes you tremendously, but afterward your mouth is drawn up as if you had been sucking alum."—Philadelphia Bulletin.

## Two and Two.

There is no difference between a mile square and a square mile. Each contains 640 acres. There is, however, a difference between two miles square and two square miles.—San Francisco Call.

## Wonderful.

Bridegroom—What's the matter, driver? Coachman—The horse has just thrown a shoe, sir. Bridegroom—Great Scott! Do even horses know we are just married?

## H. E. BOYKIN

Room 2, Braxton Building.

2711 Washington Ave.

Bonds, Stocks, Cotton, Grain and Provisions bought and sold outright or carried on margin. Private wires to New York and Chicago. Correspondents M. J. Sage & Co., New York.

## TRANSPORTATION GUIDE

## ANCHOR LINE

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Sailing From New York Every Saturday  
NEW TWIN SCREW STEAMSHIPS  
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## SEABOARD

AIR LINE RAILWAY.  
SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA AND MEXICO, REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect July 2d, 1906.

Route.	No. 41.	No. 88.
Lv Norfolk .....	9:00 a.m.	8:24 p.m.
(via Ferry)		
Lv Portsmouth .....	9:35 a.m.	8:59 p.m.
Lv Suffolk .....	9:54 a.m.	9:28 p.m.

Ar Lewiston, N. C. ....	1:00 p.m.	
Lv Weldon .....	11:55 a.m.	11:30 p.m.
Lv Henderson .....	2:10 p.m.	1:49 a.m.
Lv Raleigh .....	4:00 p.m.	3:25 a.m.
Ar Southern Pines .....	6:16 p.m.	5:38 a.m.
Ar Hamlet .....	7:20 p.m.	6:45 a.m.
Ar Wilmington .....		12:45 p.m.

Ar Charlotte .....	10:45 p.m.	10:00 a.m.
Lv Hamlet .....	10:15 p.m.	6:45 a.m.
Lv Columbia .....	12:20 a.m.	10:00 a.m.

Ar Augusta .....	5:20 p.m.	
Ar Savannah .....	4:45 a.m.	2:20 p.m.
Ar Jacksonville .....	8:55 a.m.	6:50 p.m.

Ar Tampa .....	6:35 p.m.	7:25 a.m.
Lv Hamlet, N. C. ....	10:15 p.m.	7:20 p.m.
Ar Athens .....	6:03 a.m.	2:22 p.m.
Ar Atlanta .....	7:46 a.m.	3:40 p.m.
Ar Birmingham .....		9:25 p.m.

Ar Macon .....	11:10 a.m.	7:20 a.m.
Ar Montgomery .....	6:25 p.m.	9:20 p.m.
Ar Mobile .....		2:55 a.m.
Ar New Orleans .....		7:15 a.m.

Ar Chattanooga .....	1:00 p.m.	9:05 p.m.
Ar Nashville .....	6:55 p.m.	6:40 a.m.
Ar Memphis .....	8:45 a.m.	8:45 p.m.

Suffolk & Carolina R. R. train on route from Elizabeth City, N. C., and intermediate points arrive Portsmouth 10:15 a. m., daily; returning leaves Portsmouth, 4:55 p. m., except Sunday. Sunday, 7:00 p. m.  
Connections at Jacksonville and Tampa for all Florida East Coast Points, Cuba and Porto Rico.  
Only line out of Norfolk operating through sleeper to Charlotte, N. C.  
No. 32 arrives at Portsmouth daily at 8:00 a. m.  
No. 33 arrives at Portsmouth daily at 8:30 p. m.  
D. W. BROWN, Jr.,  
Passenger Agent, cor. Main and Granby Sts., New Atlantic Hotel Bldg., Norfolk, Va.

## SOUTHERN RAILWAY

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST. THROUGH PULLMAN CAR TO CHARLOTTE.

IN EFFECT JANUARY 25, 1906.

N. B. following schedule figures published only as information, and are not guaranteed.		
Lv Newport News .....		
Ar O. R. Y. ....	7:40 a.m.	5:35 p.m.
Ar Norfolk .....	8:30 a.m.	6:25 p.m.

9:30 a. m.—Daily. Local for Suffolk, Franklin, Emporia, Danville and intermediate stations. Close connections made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to all points South and West.

9:30 a. m.—Daily. Local to Clarksville, Oxford, Durham and intermediate stations. Arrive Durham 6:35 p. m.

7:30 p. m.—Daily. Fast Express train for all points South and West, carrying through Pullman sleeping car to Charlotte.  
7:30 p. m.—Daily except Sunday, for Durham and intermediate stations. Trains arrive Norfolk 8:25 a. m. and 5:35 p. m.  
City Ticket Office, 95 Granby Street, (Monticello Hotel).

STANTON CURTIS,  
Passenger Agent, Norfolk, Va.  
H. B. SPENCER, General Manager.  
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NIGHT LINE BETWEEN NEWPORT NEWS AND RICHMOND  
Steamers Brandon and Berkley leave Pier "A" 8:30 every evening, passengers only.

Steamer Hampton will leave Pier "A" daily except Sunday, at 9 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer Accomac will leave Pier "A" daily, except Sunday at 9 a. m., going to Smithfield and about 2:30 p. m., going to Norfolk.

All business between New York and Newport News transacted at Pier 6.  
All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty-fifth street.

JOHN NICHOL,  
Acting General Agent.  
H. B. WALKER,  
Vice Pres. and Traffic Man.

## TRANSPORTATION GUIDE

## Norfolk and Newport News Express.